

## TOPICS OF THE DAY.

News from Everywhere.

## PROCEEDINGS OF CONGRESS.

DEC. 15.—Among the bills introduced in the Senate were two by Mr. Pendleton, to regulate the Civil Service and prohibiting Federal officers, claimants and contractors from making or receiving assessments or contributions for political purposes. Mr. Hill introduced a bill for the retirement of small legal tender notes. The bill devoting a part of the proceeds of the sales of public lands to public education was further considered, and speeches in favor of the bill were made by Messrs. Burnside, Merrill and Brown. A bill introduced by Mr. Cockrell, appropriating \$2,500 to pay Samuel A. Lowe for services and expenses as Clerk of the Territorial Legislature of Kansas in 1882, was opposed by Mr. Ingalls on the ground that the services for which Lowe asks compensation were mainly in compiling the "infamous slave code" of the Territory—the blackest and most damnable body of laws ever attempted to be passed. He further said that Lowe's own party in the Legislature had refused to sanction the claim. Mr. Cockrell showed that the Legislature that authorized the compilation was the only one that ever assembled under the act of 1854. It was not the fault of Mr. Lowe that the laws he was employed to compile were bad or were subsequently repealed. He deserved his pay for services rendered to a locally organized Legislature. After some further discussion, upon motion of Mr. Allison the Senate went into executive session. A bill the House passed the Senate bill granting a pension of \$100 a month to the widow of the late President Tyler. The funding bill was temporarily laid aside and the Fortification Appropriation bill was considered in Committee of the Whole, reported to the House and passed. Mr. Belford (R., Cal.) introduced a bill for the retirement of small legal tender notes. Mr. Gibson (D., La.), from the Committee on Mississippi River, reported a bill appropriating \$1,500,000 for the improvement of the Mississippi River, to be expended by and under the direction of the Secretary of War in accordance with recommendations, plans, specifications and estimates, and under the advisory supervision of the Mississippi River Commission. Ordered printed and recommended.

DEC. 15.—The Educational bill was further considered in the Senate. Messrs. Fugh, Maxey and Garland supported the original bill; other members favored amendments of various kinds. The bill went over. In the House the Pension Appropriation bill was again taken up in Committee of the Whole. Several amendments were adopted, and the Committee rose and reported the bill to the House. Mr. Bland (D., Mo.) asked and obtained leave to have printed in the Record the substitute which he proposed to offer for the funding bill. It appropriates of coin now in the Treasury the sum of \$100,000,000 for the payment of the interest-bearing debt of the United States falling due during 1890-1891, and directs the Secretary of the Treasury to cause to be coined the maximum amount of silver dollars in the manner now authorized by law, and to pay out such dollars in redemption of the public debt. Section 2 repeals all laws authorizing the issuing of bonds for the purpose of funding or redeeming the interest-bearing debt of the United States. A joint resolution was adopted providing for a journeyment from Dec. 21 to Jan. 5. During the day ex-President Grant visited both Houses, each of which took a ten-minute adjournment in honor of the event.

DEC. 17.—The Senate passed the Educational bill and adjourned till Monday. The House dispensed with the morning hour and went into Committee of the Whole on the private calendar. A number of private bills were passed, among them one granting a pension to the widow of Maj. Gen. Heintzelman.

DEC. 18.—The Senate was not in session. The House passed the Military Academy Appropriation bill. The Diplomatic Appropriation bill was completed in Committee and reported to the House, but did not pass on account of the absence of a quorum.

## PERSONAL AND POLITICAL.

GENERAL GRANT visited Washington on the 15th, to remain a few days. A delegation of the "Boys in Blue" escorted him from the railway station to the residence of General Beale, who entertained him during his stay in the city.

An informal caucus of the Greenback members of the House of Representatives was held on the 16th. The main object of the meeting was to devise methods for extending their party organization throughout the country and to decide upon a plan of united action in opposition to the pending Funding bill. The line of action to be pursued in regard to other important measures now pending before the House of Representatives, or which they may endeavor to bring before it, such as Inter-State commerce, the national bank question, and unlimited coinage of silver, was also considered. No definite action was reached, and the caucus adjourned after authorizing Gen. Weaver to call another meeting at an early day.

The will of Mrs. Maggie Embury, probated at Elkhart, Ky., leaves \$20,000 to Vanderbilt University at Nashville, Tenn.

The President has nominated Theodore F. Singler, of Pennsylvania, Secretary of Idaho Territory.

MR. LEVI PETTIBONE, of St. Louis, celebrated his one hundredth birthday on the 17th of December. He was born in Litchfield County, Conn.

A CALL has been issued by the Republican Union (colored) of Missouri for a National Convention to meet at Washington, D. C., on the 3d of March next, to further the political and social advancement of the colored race.

Mrs. KATE SPRAGUE, nee Chase, has filed a petition for divorce against her husband, ex-Governor Sprague, of Rhode Island. The grounds alleged are adultery, cruelty, habitual drunkenness, and other minor offenses. It is understood the Governor will file a cross-bill for divorce.

GOVERNOR FOSTER has written a letter withdrawing his name from the Ohio Senatorial contest. Unwillingness to enter into a struggle which, in the belief of many Republicans, might "engender antagonisms hostile to the future welfare of the party," is the cause assigned for his somewhat unexpected action. This apparently leaves Secretary Sherman a walk-over.

By direction of the President, an order has been issued assigning Gen. Howard to the command of the Department of West Point; Gen. Azur to the Department of Texas; Col. Henry J. Hunt (temporarily)

to the Department of the South; Col. R. S. MacKenzie to the Department of Arkansas, which comprises Arkansas, Louisiana and the Indian Territory; Gen. Schofield to the Division of the Gulf, which comprises the departments of Texas and Arkansas; Gen. Miles to the Department of the Columbia.

## COMMERCE AND INDUSTRY.

THE National Board of Trade assembled in Washington on the 15th. About forty members, representing fifteen or twenty leading Boards of Trade and Chambers of Commerce of the principal cities of the country, were present. Frederick Fraley, of Philadelphia, presided. The report of the Executive Committee was presented. It congratulates the country on the soundness of currency and general prosperity of the country. It recommends Congress to compel uniformity and publicity in all railroad transactions. American subsidies, the navigation laws, revision of the tariff, and other commercial topics were touched upon. The establishment of a Department of Commerce is recommended.

SEIDENBERG & Co., cigar manufacturers at New York and Key West, Fla., have failed. Their works are the most extensive in the country. Liabilities about half a million; assets not stated.

THE Omaha Indians have decided to sell fifty thousand acres of their reservation in Northwestern Nebraska, and have asked permission to send ten head men and two interpreters to Washington to arrange terms.

THREE bales of Kansas cotton were sold in St. Louis the other day for shipment to Liverpool.

## CRIMES AND CASUALTIES.

JOHN CUNNINGHAM, freight conductor on the Chattanooga Railway, fell between two cars at Warrenton, and was instantly killed. He leaves a wife and children.

L. H. BIRGE & SONS' wall-paper manufactory, at Buffalo, N. Y., burned on the 17th. The building was five stories in height, 300 feet deep and 60 feet front. It was filled with inflammable material, and kept throughout at a high temperature in order to hasten the drying of the paper. In consequence the fire spread with great rapidity, and within three minutes, apparently, after the alarm had been given, the whole building was enveloped in flames. About one hundred and fifty hands, men and boys, were employed. Many of those at work in the upper stories were unable to escape except by jumping from the windows. Thomas Fields and John Mahone were instantly killed; several others were fatally and many badly injured. It is also certain that several burned to death rather than take the desperate leap, but the number could not be ascertained until the ruins were cleared away.

LOUIS B. FALETTE, aged 66, formerly a well-known retail merchant of Boston, is under arrest charged with complicity in the death of Rebecca T. Long, a young woman with whom he had lived on terms of intimacy.

TWO colored children who had been locked in the house during the absence of their parents in Prince George County, Va., were cremated by the burning down of the edifice.

ED. LONG, colored, was hanged at Jackson, Tenn., on the 15th, for the murder of Rogers, also colored; and Daniel Keith, white, was hanged at Rutherfordton, N. C., on the same day, for the murder of a young negro girl named Alice Ellis.

THE residence of Mrs. Amarilla Mitchell, at Newton, Iowa, burned the other night and Mrs. Mitchell was consumed in the building. The cause is supposed to be the upsetting of a kerosene lamp. She was 83 years old.

TWO brothers named Muller were killed by Albert and Alfred Quackenbush, also brothers, at the Kellogg ranch, about ten miles from Santa Rosa, Cal., in a difficulty about some lands. It is claimed the shooting was done in self-defense.

JOHN CHEW and John Mead, colored men, attempted to cross the railroad tracks at Fulton Station, near Baltimore, when they were struck by a train and both instantly killed.

JOSEPH SMITHERS, a prisoner in the Columbus (O.) Jail awaiting sentence for arson, committed suicide by cutting his throat.

GEORGE PARRATT, alias "Big-nosed George," a famous border desperado and robber, has been sentenced to be hanged at Rawlins in April.

A. ROSS and J. McWhinney, of Lakeport, Cal., went out shooting in a boat and were drowned. They had been drinking heavily, and it is supposed became too drunk to manage the boat.

DR. REID and Henry Page, whose families live in the same house near Bastrop, Tex., had an impromptu duel with revolvers, growing out of family difficulties. Page was shot in two places and probably fatally wounded. The Doctor received only a slight flesh wound.

THE number of lives lost by the burning of the wall-paper manufactory at Buffalo, N. Y., is believed to be fifteen.

DR. K. GRAFTON, a well-known physician of Wyandotte, Kans., committed suicide with morphine. He leaves a wife and family. No cause assigned.

FRED. OLDS, a young man serving a term of life-imprisonment in the Kansas Penitentiary, for the murder of an old man named D. W. Farris, in Topeka, in 1874, has withdrawn his former plea of guilty, and makes a statement charging his father, now dead, with having committed the murder. The prisoner says he took the oath of the crime upon himself in order to shield his father, who would otherwise have been convicted, and that an additional motive for the act was the belief of the father that he could secure his son's pardon on account of his youth, the latter being at the time of his conviction but 16 years of age. Failing in his efforts to accomplish this, and goaded by remorse, as is presumed, the old man hanged himself. A pardon has been applied for.

WILLIAM MULHOLLAND was shot

and killed in Kansas City, on the 19th, by a colored barber known as "Prof." Charles S. Jefferson. The latter's wife, who is a white woman, left him some time since and was supporting herself by renting rooms to lodgers. Mulholland was one of her tenants, and jealousy on the part of the husband was the cause of the murder.

## MISCELLANEOUS.

A MASS-MEETING of the citizens of Caldwell, Kans., presided over by the Mayor, adopted resolutions pledging support to the Oklahoma colonists encamped within their borders. Two additional companies of cavalry have arrived on the ground. The soldiers are encamped on one side of the creek and the settlers on the other.

THREE members of the Forney family have died at Milwaukee from trichina and others are ill.

THE Chilians have captured the seaport of Pisco, Peru, and landed 10,000 men there to co-operate in the attack upon Lima, distant 120 miles. The Peruvians have sent out a strong force to meet the invaders and will contest their advance step by step.

THE entire family of Mr. Henry W. Hartman, of St. Louis, are afflicted with trichinosis, caused by eating uncooked sausage. An examination of the sausage disclosed myriads of trichinae.

MORE recent advices from Ireland: A tenant-right meeting was held at Loughgall, County Armagh, on the 17th. Those present were principally Orangemen. A mob of fifty persons took possession of the platform, which they destroyed. A meeting was then held in an adjoining field and resolutions were passed in favor of peasant proprietary. It is reported that Michael Davitt's ticket-of-leave is about to be canceled, and Davitt will be arrested. The officer commanding at Birr, King's County, has been ordered to patrol his district nightly with forty soldiers. The police patrol has also been doubled. William Benice Jones, the victim of "Boycotting," writes: "I am getting some resolute men from a distance, well armed, to replace the laborers who left me. Two policemen sleep in the house and four others are stationed near my farm. I have applied for more protection and troops are promised me on Friday."

A Cork dispatch says: There is great want of employment throughout the country, owing to the disinclination of the landlords to lay out money. At several meetings recently held farmers were summoned to give employment to laborers. The agent of the Earl of Cork was requested to provide labor on the Earl's estate, near Charleville, County Cork, and he has just intimated he will open works in that locality and give employment until March, 1881.

ED. McLAUGHLIN, a farmer living near Troy, Doniphan County, Kans., is fatally afflicted with trichinosis. His physician says he is being literally eaten up alive.

GOVERNOR NEIL, of Idaho, in his message to the Legislature, says polygamy is being rapidly introduced from Utah into that Territory, and that the laws are inefficient to check its progress.

THE Harrison Wire-works at St. Louis were partially destroyed by fire on the night of the 18th. Loss about \$40,000; fully insured. Four hundred employees are thrown out of employment.

## CONDENSED TELEGRAMS.

THE President has designated Gen. Crook, Gen. Miles, William Stickney and Walter Alden a commission to proceed to the Indian Territory, and after a conference with the Ponca tribe of Indians, to ascertain the facts in regard to their recent removal and present condition so far as is necessary to determine the question what justice and humanity require should be done by the Government of the United States, and report their conclusions and recommendations to the premises.

PROF. EDISON gave an exhibition of his system of electric lighting at Menlo Park, N. J., on the night of the 20th, to the Mayor and Common Council of New York City and other invited guests. Three hundred lamps were included in the circuit. The exhibition was a success. On the same night a practical public exhibition of the Brush electric light system was witnessed in New York City, Broadway being illuminated from Fourteenth to Twenty-sixth Street with lamps placed 252 feet apart, the gas lamps being extinguished. The lights were brilliant and steady, and enabled one to read a newspaper clearly at any unobscured point on the street within the limits of the illumination.

WILLIAM G. BRADLEY, Postmaster at Princeton, Caldwell County, Ky., robbed the Post-office in order, as he now confesses, to cover up a shortage in his accounts of about \$2,000.

CHARLES SICKLER, of Scranton, Pa., fatally poisoned his wife by giving her carbolic acid by mistake for chloral. He has gone insane through grief.

THE Senate, on the 20th, passed the House resolution providing for a holiday recess from December 22 to January 5. Mr. Cockrell presented the petition of certain citizens of Missouri and Kansas, reciting their citizenship, their desire to settle on lands in the Indian Territory purchased by the Government, and asking for permission to settle on said lands and build up homes there. After discussion as to whether the petition should go to the Committee on Territories or on Indian Affairs, it was ordered to lie on the table. Mr. Garland remarked that a bill covering all the points involved was pending in a former committee (the Oklahoma bill).

In the House, Mr. Dunn (D., Ark.) introduced a bill declaring certain public lands subject to homestead settlement, and asked that it be referred to the Committee on Public Lands. Mr. Conger (R., Mich.) moved that it be referred to the Committee on Indian Affairs, and it was so ordered. The Committee on Territories and the Committee on Indian Affairs have both passed the bill. Mr. Price (R., Iowa) introduced a bill for the purpose of suspending the stamp tax on bank checks. Objection was made that the bill had not been properly referred and should have gone to the Committee on Ways and Means. A long discussion ensued relative to the subject of taxation, revenue, etc., and upon a vote being taken to suspend the rule it was lost—yeas, 123; nays, 68—not the necessary two-thirds. Several bills passed under a suspension of the rules, among them being one to establish an assay office at St. Louis.

## Interesting Commercial Statistics.

WASHINGTON, December 19.

THE annual report of Joseph Nimmo, Jr., Chief of the Bureau of Statistics, on the foreign commerce of the United States, is completed. In regard to our export trade, Mr. Nimmo says:

"Five leading articles of export during the year ended June 30, 1880, were as follows: Bread and breadstuffs, \$28,000,000; cotton, manufactured, \$12,500,000; provisions, \$12,000,000; mineral oils, \$30,000,000; tobacco and manufactures thereof, \$8,442,573. The United States, he says, already surpasses every other country in the magnitude of its exports, both breadstuffs and provisions, and it is maintained that the market for American breadstuffs and provisions in Europe can be still further extended. The United Kingdom of Great Britain and Ireland stand first among importing countries with respect to the value of imports both in breadstuffs and provisions. Tables are presented showing that of the following commodities imported into Great Britain and Ireland the percentage imported from the United States was as follows: Wheat, 68 per cent.; Indian corn, 90 per cent.; live animals, 44 per cent.; beef, salted, 90 per cent.; butter, 12 per cent.; cheese, 64 per cent.; bacon, 84 per cent.; hams, 98 per cent.; lard, 90 per cent.; meat, preserved otherwise than salted, 72 per cent.; pork, salted, 87 per cent. The report says: "During the last ten years the competition of American breadstuffs and provisions in British markets has greatly reduced the price of those commodities, and consequently the profits of producing them in the United Kingdom. Apprehensions have been awakened as to the ultimate effect of this competition upon the agricultural interests of the latter country. The question is, in a political economic sense, a very large one, since it touches not only the interests of the British farmers, but also the rate of wages paid to farm-laborers, the value of lands devoted to agricultural purposes, and the revenue derived therefrom by the British land-owners. The growth of the exportation of breadstuffs from the United States has also led to serious apprehensions in competing grain-producing countries in which inferior methods of agriculture prevail and facilities for handling and transporting grain and existing methods of commerce are less advanced than in this country."

Regarding the maritime interest of the United States, Mr. Nimmo says: "The decadence of that branch of the American merchant marine which is employed in the foreign commerce of the country continues to engage public attention. This decadence is indicated by the following facts: The building of ships and larves employed by our foreign commerce fell from an annual average of 254 during the ten years from 1851 to 1860 to an annual average of fifty-six during the ten years from 1871 to 1880. There were only twenty-three ships and larves built during the year ended June 30, 1880. The iron steamship is now the controlling vehicle of commerce on the ocean. The tonnage of iron vessels built in this country the last five years amounted to only 101,823 tons, almost entirely for our coastwise or home trade in which no foreign competition is allowed under the provisions of our Navigation laws, whereas the iron ship-building of Great Britain during the last five years reported amounted to 1,800,000 tons. It is stated that the iron steamships designed for transatlantic trade now in course of construction in the ship yards of Great Britain would, if placed in line, extend about one mile. The total tonnage of the United States employed in the foreign trade fell from 2,529,970 tons in 1860 to 1,314,402 tons during the year ending June 30, 1880. During the year ending June 30, 1880, the total value of the commodities transported in American and foreign vessels (imports and exports) amounted to the sum of \$1,390,422,000, of which the value transported in American vessels amounted only to \$29,000,000. The value transported in foreign vessels amounted to \$1,361,422,000. A marked decline in the proportion of commodities carried in American vessels has taken place during the past year, the falling off having been from 21 per cent. in 1879 to 17.6 per cent. in 1880."

After stating in detail the causes of the decline in that branch of American merchant marine employed in foreign commerce, the report continues: "The fact that capital finds abundant and more profitable employment in the home industries and enterprises of this country of vast and widely varied resources than in the employment of vessels upon the ocean has undoubtedly had a strong influence towards diverting attention from ship-building and ship-owning enterprises. This is the main, underlying cause of our maritime decadence, in so far as it relates to foreign commerce." The branch of American merchant marine which is employed in the internal and coastwise commerce of the United States, it is shown, also exhibits a decline, notwithstanding the fact that under our Navigation laws no foreign tonnage is allowed to engage in this trade. The tonnage thus employed fell from 3,293,439 tons in 1874 to 2,575,675 tons in 1880. The total tonnage built on the coastwise, embracing the Atlantic Gulf and the Pacific coasts, including both tonnage built for coastwise and for foreign trade, but chiefly for the coastwise, fell from 1,015,000 tons during the five years from 1866 to 1870, to only 663,000 tons during the five years from 1876 to 1880. The American tonnage built on the great lakes, almost exclusively for internal trade, fell from 214,334 tons during the five years from 1866 to 1870, to 71,490 tons during the five years from 1876 to 1880. The tonnage employed in the domestic trade of the United States the ship ton built 100 cubic feet of space on June 30, 1880, amounted to 2,667,000 tons. This embraces vessels employed both in the carriage of passengers and freight. But the capacity of railroad cars of all descriptions employed on the railroads of the United States amounted, according to the latest and most reliable information, to about 5,000,000 similar tons of 100 cubic feet of space. This railroad tonnage, however, the report says, actually affords means of transport for a much larger amount of freight tonnage than is indicated by the foregoing comparison.

After further remarks regarding the excess of commodities by rail over the commerce by water, Mr. Nimmo continues: "The efficiency of the railroads as highways of commerce has, however, increased much more rapidly than their mileage. This increased efficiency in railroad transportation has been mainly the result of a substitution of steel for iron rails, and of improvements in the equipment and methods of managing traffic."

The gross earnings of the railroads of the United States for the years mentioned are shown to be as follows: In 1861, \$4,456,328; in 1862, \$10,000,000; in 1871, \$4,123,238; in 1879, \$23,423,238. This increase in gross earnings has taken place notwithstanding the constant and very large decrease in the average rates of transportation. The number of freight cars employed on the railroads in the State of New York increased from 16,325 in 1862 to 45,818 in 1879, and the number of freight cars employed on all the railroads in the United States increased from 98,500 in 1862 to 149,140 in 1879. The tonnage of the New York State canals fell from 5,729,850 tons in 1862 to 3,362,722 tons

in 1879, but the tonnage of the two railroads competing with the canal the New York Central and the New York, Lake Erie & Western Railroad increased from 6,384,000 tons in 1862 to 17,229,200 tons in 1879.

These facts, it is maintained, serve to illustrate the most striking commercial development of the age—namely, the fact that the vehicle of commerce on wheels has, in our domestic trade, to a great extent superseded the vehicle of commerce on the water. "The same facts," it is held, "also indicate the cause of the decline of shipping employed on internal water lines and in the coastwise trade of the United States."

In conclusion the report says: "Aside from the economic and commercial considerations, however, the American merchant marine, both with respect to that branch which is employed in foreign commerce and to that branch which is employed in the internal commerce of the country has claims to public consideration which cannot possibly be presented by months of statistics of tonnage built and employed. The subject has not, however, received that thorough investigation which its importance demands. It is a matter of interest to advert to the fact that on the 28th of January, 1881, the French Government adopted the somewhat extraordinary scheme of subsidizing for the promotion of the French merchant-marine. Bounties were provided for ships built in France, and subsidies granted in favor of all vessels built, at the rate of 1 1/2 francs on every ton for each 1,000 miles traveled in voyages to and from that country. These measures are evidently in a high degree protective and enabling, both as to the shipping and commercial interests of France."

"The question of restoring the American merchant marine is undoubtedly a difficult one. Nevertheless, the apparent difficulties in the case should be an incentive to a thorough investigation of the whole subject, in all its bearings, and to the adoption of all judicious measures which may tend toward securing the desired result. The abundance and superiority of the natural agencies and the force in this country essential to success in shipbuilding and navigation afford a ground for the belief that prosperity will at some future time dawn upon the maritime interest of the United States. Reference is here made especially to our vast resources of coal and iron, and the extent to which inventive genius has, in the manufacture of iron and in the construction of ships, substituted mechanical power for human labor. The approximation of the rate of interest on money in the United States to the rates which prevail in the countries of Europe and the rapid accumulation of surplus capital in this country are also circumstances which tend strongly toward turning capital to investment in ship property."

## The Buffalo Fire Horror—Many Lives Lost.

BUFFALO, December 17.

A MOST disastrous conflagration occurred here this evening, the sad and deplorable nature of which is that it was attended by the greatest loss of life known upon a similar occasion in very many years. The building in which the fire broke out was a five-story brick structure, 300 feet in length and eighty feet wide, owned by George W. Tift, and occupied by M. H. Birge & Sons, manufacturers of wall paper. About ten minutes before six o'clock one of the men employed on the third story reported to the foreman, Thomas Henry, who was on the floor below, that one of the printing machines was on fire. He speedily made his way upstairs, and saw the flames at the rear of the room covered in flames, which had, by this time, spread to the adjacent woodwork, while the place was filled with dense smoke. As a temperature of ninety degrees is maintained continuously throughout the factory, to assist the drying process, and as this had rendered everything as dry as tinder, Mr. Henry realized that the spread of the flames would be terribly rapid, and it was for this reason that anything could be done to avert it. He turned and ordered the employees to fly for their lives, immediately warning as best he could those who were in the fourth and fifth stories, they being particularly boys. In the meantime an alarm had been sounded, to which a portion of the department responded, and a second and general alarm brought the remainder. The scene now presented was one that would touch the stoutest heart. The building was wrapped in seething flames. Employees jumped from the highest windows, while many boys in the two upper stories, who had been unsuccessful in their efforts to escape, or became too bewildered to follow the example of their companions, appeared at the windows with white and terried faces, and frantically shouted for help, that their torture was not brief duration, for, almost simultaneously with their cry for aid, they sank back, overcome by automation from the smoke, and within twenty minutes from the time the alarm was sounded, the walls crumbled and fell with a crash. One small boy whose name could not be learned, contemporaneously jumped from the fifth story, and, catching the fire-escape wires, which then gave way, the fall of one of them, and escaped with badly cut hands. John Malone, aged fifteen years, jumped from the fifth story, struck the sidewalk, and was almost instantly killed. John Fields, employed as a sewer among the boys, jumped from the fourth story and was picked up dead. John T. Berry jumped from one of the upper stories and sustained a fracture of the spine and of both arms. He will probably die. With the falling of the walls the firemen were required to give their attention to the Union Mail Express, an extensive brick structure, also owned by George W. Tift, and occupied by John S. Manning. It was already in a fair way for destruction, and, though every effort was made, the best that could be done was in preventing the further spread of the fire.

Wild rumors were about in regard to the loss of life, and anxious parents crowded around with blanched countenances and weeping hearts, while they tremblingly awaited for their missing boys. When the excitement had subsided somewhat, an effort was made to get some knowledge of the wounded. The list, as far as can be learned, in addition to those before mentioned, is as follows: John Griffin, jumped from the fourth story; arm broken and injured internally. Moses Malone, jumped from the fifth story; leg broken. Patrick O'Brien, arm broken and badly burned about the head and back. Edward McCormick, jumped from the fifth story; cut about the head. Moses Malone, jumped from the fifth story; leg and arm fractured. Michael O'Brien, leg fractured. Stephen Hackett, Martin McGee, Peter Seward, John and James Stout, Jay Vollz, Thomas McCue, Charles Chapman and Thomas Quinlan, all boys, are among those who are reported missing, and it is thought, perished in the flames. Without a doubt there were many more who met the same fate, and it is believed that twenty boys if not more were roasted alive in the fire. The employees numbered between 150 and 200. James Ligon and John Kennedy jumped out of a fifth-story window, but sustained no material injury.